

Montana and the Sky



Vol. 33, No. 5

MONTANA AERONAUTICS DIVISION

May, 1982

Airfare '82 Draws Large Crowd

"We had a super, super turnout," said Willy Rimby, one of the organizers of Lewistown's AirFare '82, held on May 14-16.

The three-day event started Friday with an early breakfast. According to Dave Isenhour of the Lewistown Flight Service Station, air traffic counts for Saturday and Sunday were about 100 above normal. The FSS had 146 take-offs and landings Saturday and 154 Sunday. Lewistown's average daily count is 40, and the FSS estimated there were 75 to 100 extra aircraft at the airport.

Ground traffic also was up for the event. People came to view display aircraft from Seattle, an ultralight from Helena, the many airplanes for sale as part of the trade show, and a variety of merchant and craft booths. Radio-controlled models were also flying, and almost 100 people had rides in small, local aircraft Sunday afternoon. The Kiwanis Club sponsored the \$5 ride program Sunday, and they gave more than 92 rides. The five pilots who took part in the Kiwanis ride program were Don Fortenbery, who flew a plane from Skycraft, Inc., Dick Butler, who flew his own plane;

Frank Bass, who flew his own plane; various members of the Mooney Club of Lewistown; and Jerry Harrison, who flew his own plane.

"We had terrific cooperation from everybody who had anything to do with the air fair. We had about 50 exhibitors," Rimby said.

The air fair is planned as an annual event in Central Montana.

Laurel Aerial Extravaganza

An "Aerial Extravaganza" will be held in Laurel on July 31 and August 1, 1982, sponsored by the Laurel Jaycees and the Billings Broadcasters Association. Presenting a full variety of concessions, static displays and aerial performances, the Laurel Airshow sponsors welcome one and all to share in the interest, excitement and entertainment that only an airshow can offer.

Spectacular acts and displays will include the following:

The Northern Knights - A dual aerobatic act, featuring stunt flying in a pair of Pitt's Special aircraft. Don't miss the

drama of close formation flying and opposing, head-on maneuvering of pilots Wolf and Soper.

The U.S. Precision Skydiving Team - Greg Nardi, Dave Atwood, and their accompanying team guarantee a breath-taking performance.

Aerobatics by the highly skilled Al Newby in his vintage Great Lakes biplane - Al, seventy plus years old, is the senior citizen of aerial antics - witness a great one!

Aerobatics by Gary Blain - See the world record holder for most aircraft soloed on his sixteenth birthday. Gary, an MSU student, will perform the aerobatics in his Steen Skybolt.

Aerobatics by Norm Weiss - Up from Casper, Wyoming, "Stormin' Norman" will perform in his stunning Starduster.

Numerous static displays, including:

1. Three types of National Guard helicopters.

2. Ultralights (they'll be flying as well.)

3. Antique aircraft.

4. Late model airplanes.

Hot Air Ballons - For those flying in, bring your own tie downs if you plan on landing at Laurel. The airshow sponsors encourage you to fly into Billings, and they are working on a shuttle system to transport people from Billings.

Mark your calendar!

Administrator's Column

The Essential Air Service Task Force met in Billings May 19, 1982. The task force is made up primarily by representatives from those small communities in Montana and North Dakota who are receiving air service under the Federal Small Community Air Service subsidy program. Many topics of concern were discussed regarding past, present, and future air service. Mr. John Smith from the Civil Aeronautics Board was present to explain the present subsidy levels being paid and reasons for several CAB decisions on route structure changes. Mr. Terry Marshall, President of Big Sky Airlines, was also present and briefed the group on Big Sky's experience and foreseeable problem areas. Of major concern to everyone is what to expect when the present subsidy program expires in 1988. How can the community and the airline jointly stimulate a sufficient market to assure financial feasibility for continued air service beyond 1988. The consensus was that a joint effort will be a mandate to assure any degree of success. It was felt that communications is a key factor and that meetings such as this should be continued.

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The Montana Aeronautics Board met on May 20, 1982 during which time there was considerable discussion regarding issues surrounding the sunset audit completed on the Aeronautics Board and the subsequent legislative audit hearing on the same subject. Mr. John Smith, Director, Western Region of the Civil Aeronautics Board was present at the Aeronautics Board meeting and addressed several issues including the small community air service subsidy program which terminates in 1988 and the CAB vs State authority to regulate commuter airlines. Mr. Smith explained that if an airline does not publish schedules and fares in the Official Airline Guide, does not cross state boundaries and does not have interline (ticketing or freight) agreements with other airlines who do provide interstate service, then such an airline is considered an intrastate carrier. Mr. Smith further explained that the CAB does not have the regulatory authority over intrastate commuter airlines, that in the case of Montana this jurisdiction remains with the Montana Aeronautics Board.

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I attended the Lewistown AirFare '82 May 14-16. This event was sponsored by the Lewistown/Montana Pilots Association Hangar. The weather cooperated, and the three-day event turned into a huge success.

In addition to both new and used aircraft sales displays, there was virtually everything imaginable on display, such as antique airplanes, home-built airplanes, model airplanes, arts and crafts, satellite TV, solar energy heating systems, and many other trade show items.

The Lewistown Montana Pilots Association Hangar served food in the Rimby's FBO facility during the three-day event, and I was informed that they realized a nice profit.

I would like to recognize and congratulate Willy and Pat Rimby, the Lewistown MPA Hangar, and the entire Lewistown community for their joint effort in bringing such a unique trade show to Lewistown.



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Essential Air Service Task Force Meeting



Aeronautics Board member Maurice Sandmeyer, CAB Regional Director John Smith, Big Sky Airline's President Terry Marshall.



Jack Lawson, Billings Chamber of Commerce.



Representative John Shontz, Chairman, Legislative Transportation Committee.



Jack Daniels, John Rabenburg, Bob Witherspoon, Representative John Shontz.



Terry Marshall, Dean Holmes, Del Gab, Lyman Clayton, Jack Lawson.

AOPA Calls for Airport Capacity Study

Citing an alarming trend in the closing of public-use airports, John L. Baker, president of the Aircraft Owners and Pilots Association, has called for the appointment of a Presidential Commission to evaluate the seriousness of the current airport situation, and to recommend a nationwide program for airport development.

Baker told attendees of the Aviation/Space Writers Association news conference in Fort Lauderdale, Florida, that the FAA's 20-year airspace modernization program will not work unless airport capacity is increased.

In a personal letter to President Reagan, Baker pointed out that the Department of Transportation's 20-year proposal properly recognizes the importance of air transportation to the nation's economy and that the critical lack of airport capacity could adversely impact the President's long-range economic recovery program.

Although there are more than 15,000 airports in the United States, nearly 10,000 are personally-owned, private-use facilities not open to the public. Baker stated that the biggest area of airport growth has been in these kinds of facilities and that airports open for public use are declining at an alarming rate.

"Airports open for public use are at the lowest level since the FAA began listing them by category in 1969," said Baker, who added, "We believe this Presidential Commission must be formed immediately and must be given full authority to gather all the facts on the status of the U.S. airport system."

Western Will Resume Helena Service

Western Airlines will resume service to Helena on June 15, according to Jay Woolley, Western's Director of Government Affairs. Mr. Woolley met with state and local officials to advise them of the planned service start-up.

"Western is a 'new' airline compared to the one that left Helena in early 1980, and we are looking forward to linking Helena with our newly implemented flight connecting center in Salt Lake City," Woolley said.

On May 1 Western initiated an all new schedule of flights which includes a major connecting center at Salt Lake City plus the airline's first service to New York City, Baltimore, Washington, D.C.'s Dulles Airport and other points. The airline also resumed service to Casper and Oakland in the May 1 schedule.

"The Connecting Center, or hub, allows the airline to provide convenient service to far more cities and therefore operate more efficiently to small and medium sized cities," Wolley said.

Western's new daily flight out of Helena will connect at Salt Lake City to flights bound for Reno and San Jose, Los Angeles, Sioux Falls, Boise and the Tri-Cities (Pasco, Kennewick and Richland), San Francisco, Las Vegas, Albuquerque and Houston and other points.

Larry Stanley will serve as Western's manager in Helena as well as in Butte.



All U.S. Transportation Fatalities Decrease by 4% In 1981

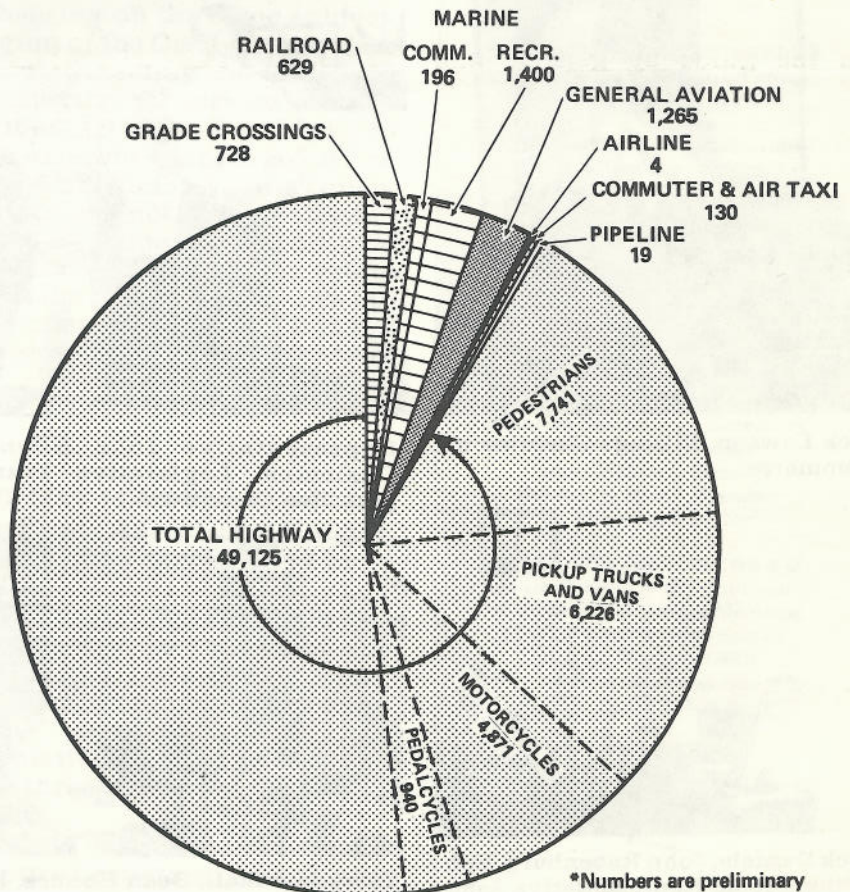
Fatalities on the United States highways and in all U.S. transportation decreased by 4 percent in 1981, according to preliminary statistics released today by the National Transportation Safety Board.

It was the first significant decrease in both categories since the 18 percent drop in 1974 after the first gasoline shortage and introduction of the 55 mph speed limit. The reduction also reversed a five-year upward trend in highway deaths.

"The fatality decline surely is welcome news," Safety Board Chairman Jim Burnett said in releasing the statistics for the May 16 opening of Transportation Week. "We must, however, maintain perspective.

All fatality totals in other transportation accident categories varied by less than 10 percent. General aviation fatalities accounted for approximately .02% of transportation fatalities.

TRANSPORTATION FATALITIES* 53,496 IN 1981



*Numbers are preliminary estimates.

New Medication Guide Published for Pilots

Pilots who take medication - from aspirin to prescription remedies - can now check in a new book which medications are safe for use while flying. The guide is published by the Aircraft Owners and Pilots Association and the National Aeronautical Institute.

The 225-page "Medication and Flying: A Pilot's Guide," was written by Dr. Stanley R. Mohler, director of aerospace medicine at the Wright State University School of Medicine.

"All too often a pilot will either not fly, or not take needed medication because of an uncertainty of the effects of the medication at higher altitudes," an AOPA spokesman said. "This guide removes those doubts."

Hundreds of drugs are listed in the guide by generic and trade names. Information includes any significant side effects that the medication may have on pilots as well as the length of time it takes for the body's system to clear itself of the drug effect.

"Many times the pilot's family doctor or druggist is not familiar with aviation and is unable to provide specific information to a pilot," the AOPA spokesman pointed out.

The medication guide will sell for \$19.95 but is available to members for \$14.95. Contact Charles Spence (301) 951-3820 for your copy.

Aviation Expects Growth Rate

Aviation is expected to resume a relatively strong growth rate in fiscal year 1983, according to the Federal

Aviation Administration's annual long-range forecast.

Airline revenue passenger enplanements, which peaked at 310.7 million in FY 1979 and then began to slide, will bottom out in the current fiscal year at 277.8 million and then grow at an annual rate of 4.6 percent through FY 1993. The total is expected to hit 332.8 million in FY 1985, 431 million in FY 1990 and 492.2 million in FY 1993.

Even more significant gains are projected for the commuter airlines as they pick up additional routes dropped by the larger carriers and develop new markets in smaller communities. Commuter aircraft operations are expected to almost double during the forecast period, reaching 8.1 million in FY 1993. Revenue passenger enplanements will jump in the same time frame,

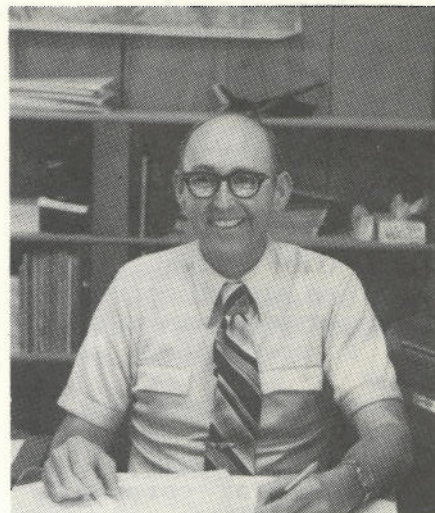
Animals Aloft

Moscow (UPI) — A raging bull named Orlik broke loose during a flight over the Soviet Far East and smashed his way into the the flight deck, it was reported. The pilot grabbed the bull's nose ring with both hands and the co-pilot made an emergency landing, but damage was extensive, an account reaching Moscow said.

"When the bruised and scratch pilots threw themselves out of the seriously damaged airplane, Orlik's horns were festooned with a good part of the cabin furnishings," the newspaper Pacific Star said. The pilots were hospitalized for a month and the plane was permanently grounded. Orlik's fate was not mentioned. He had been roped down, but broke loose with a roar when the plane hit turbulence.

Air Transport World
March 1982

Pre-Flight Into Summer Checklist



By: Fred Hasskamp
Chief, Safety & Education
Bureau

- Biennial Flight Review still valid?
- BFRs are valid for two years date to date (if your last BFR was on June 15, 1980, it will not be valid on June 16, 1982).
- A valid pilot certificate (includes a current medical and a current BFR) and, for your aircraft, a valid airworthiness certificate, are both insurance requirements.
- Check your log book for the date of your last BFR, if needed, or if you feel "rusty" after a long winter, why not go down to your local FBO and get some dual — CURRENCY AND SAFETY GO TOGETHER.

Cut Bank Flight Service Station Hours

FAA has notified the Montana Aeronautics Division that the part timing hours of 0600 to 2200 for the Cut Bank Flight Service Station will be extended for the period of July 1 until November 1, 1982.

Are you Overdue for Recurrent Training?

It's spring again. The bird's on the wing again. And probably so are you. This is an excellent time of year to seriously consider some form of recurrent training. Why? Here's some food for thought:

- Airline, air taxi, commuter, and corporate/executive pilots have a near-perfect safety record.

- Recurrent training is mandatory for the first three categories. Although it's not mandatory for corporate/executive pilots, almost without exception these pilots also get annual recurrent training.

- Most aviation accidents occur in private flying.

- Recurrent training for non-commercial fliers is still voluntary.

Think there's any connection?

Assess your needs.

So, you've decided to get yourself some recurrent training. The next question is: What kind of training? What type of training course will best suit your needs? How do you determine the scope and content of recurrent training? Where do you find the training you need — and avoid taking your private pilot training course all over again?

A good first step is to realistically examine the type of flying you're going to do. Generally, it will fall into one of these broad categories:

- Local area VFR flying in light, noncomplex training aircraft.

- Occasional cross-country flights of 150 miles or less.

- Frequent extended cross-country VFR flights in complex single-engine aircraft.

- Occasional IFR cross-country flights.

- Occasional or frequent

flights in light twin-engine aircraft.

Although the recurrent training requirements for most of these categories overlap somewhat, some elements of each are unique.

Once you've determined the category that most nearly resembles your kind of flying, try to identify its most important requirements. Honestly assess your own performance and knowledge in these areas. For example:

- If most of your flying is VFR pleasure flying in the vicinity of your local airport — are you up-to-date on your collision avoidance and uncontrolled airport procedures?

- If you occasionally pilot a light twin — are you proficient in engine-out emergency procedures?

Important items for your program.

A worthwhile recurrent training program covers the common basics, but places special emphasis on your special needs. Recurrent training should not be simply a review of the maneuvers, procedures, and information of initial training. Recurrent training should be designed to shore up weak areas and to correct the bad habits you've acquired through many hours of routine flying. And — just as important — to acquire new knowledge and skill.

Use this checklist to help you choose a training program to fit your personal needs. Read each point carefully. Honestly appraise your knowledge or proficiency in each area. Then consider whether to make the item part of your recurrent training.

CHECKLIST FOR RECURRENT TRAINING

- ☐ Are you familiar with general regulations pertaining

to your particular kind of flying? Do you know the requirements of VFR flight: Your responsibilities under preflight action, VFR fuel requirements, seatbelts, right-of-way rules, minimum safe altitudes, rules for operating in the vicinity of an airport, TCA requirements and procedures, pilot currency requirements, and what is considered careless or reckless operation under FAR 91.9?

- ☐ Do you know where to find weight and balance information for your aircraft? Do you know how to calculate weight and balance? Do you know the effects of improper weight and/or center of gravity (CG) location? Are you familiar with your aircraft's handling characteristics under conditions of full gross weight, and the most permissible rearward CG location? Have you ever practiced stalls under these conditions?

- ☐ How much do you know about critical airspeeds, especially maneuvering speed, gust penetration, maximum structural cruising speed? Do you know what an accelerated stall is and why you're most likely to encounter it in the airport traffic pattern at low altitude?

- ☐ How much do you know about high density altitude conditions, low-level wind shear, and ground effect? Are you familiar with current theories on loss of airspeed and the increasing possibilities of stall in downwind turns?

- ☐ Are you familiar with terminal radar service areas, controlled airspace, military operating areas?

- ☐ Do you know all you should about carburetor ice — how improper heat control can induce it, procedures to get rid of it? How about fuel contamination?

- ☐ Are you familiar with night flying procedures, the causes of

common visual illusions pilots experience under various conditions? Are you familiar with the causes and effects of spatial disorientation?

□ Do you have practical knowledge of basic weather sense? Can you assess a situation that might lead to inadvertent flight into IFR conditions? Do you know how to obtain a proper weather briefing?

□ How much do you know about the improper use of flight controls, especially wing flaps? Are you familiar with cruise control, range, and endurance?

□ If you are not instrument rated, or rated but not current, how long do you think you could maintain control of your aircraft in actual instrument conditions? Do you have skill enough to perform basic maneuvers such as straight level flight, and turns, in order to fly out of instrument conditions?

□ Is your knowledge and skill in emergency procedures adequate and realistic? Do you know how to make a forced landing so as to minimize impact injuries? What about survival techniques after a forced landing? Do you know how to properly manage an emergency situation? How to recognize a delayed, as opposed to an immediate, emergency? The psychological factors involved?

□ If you fly a light twin, are you aware that loss of power in one engine will result in an 80 percent loss of aircraft performance? Do you know what a zero slip angle is?

Find the proper training course

You've assessed your needs. Now you have two alternatives:

1. You and your flight instructor can develop a personal training program consisting of ground and in-flight instruction.

2. You can take a structured

training course offered by a reputable training organization such as the AOPA Flight Safety Foundation or a recognized training school.

The FAA Accident Prevention Specialist (APS) in your area can help you to assess your needs and obtain proper recurrent training. An APS is assigned to each of the 84 FAA General Aviation District Offices across the country. The APS is responsible for coordinating aviation safety activities such as safety seminars, counseling pilots, and so on. An informal discussion with one of these specialists can be enlightening.

We urge you to seek recurrent training. Don't put it off. Remember, flying safely is attained more through education than through regulation. Aviation is a rapidly changing field. Regulations and procedures change constantly. Great strides are being made in aeronautical knowledge, aircraft design, and pilot technique. If, through a process of continuing education and recurrent training, fliers learn about these advances, personal flying will be as safe as it should be.

Aviation Monthly



Mike Ferguson presenting merit certificate and Frank Wiley Book to Earl Morgan in appreciation of his contribution to aviation.

Calendar

July 10 — Stanford Air-marking and Montana Ninety-Nines Statewide Meeting. 0830.

July 11 — Flying Farmers Fly-In, Stanford Ranch, Lloyd.

July 16 to 18 — Fifth annual Beacon Star Antique Airfield, Fly-In, Moore, Sponsored by the Montana Antique Aircraft Association.

July 18 — Missoula County Airport Aviation Day/Open House, Missoula

July 23 to 25 — Schafer Meadows Fly-In

July 31 - August 1 — Air Show, Laurel. Sponsored by Laurel JC's and Billings Broadcasters.

September 24 to 26 — Mountain Search Pilot Clinic, Kalispell.

October 2 — Great Falls to Jackpot Air Race.

October 8 and 9 — Montana Flying Farmers Convention, Sheraton Inn, Great Falls.

Oct. 31 - Nov. 5 — AOPA 27th Annual Convention. Call 301-951-3947 for further info.

Slick Magneto Information Available

The Aeronautics Division has been informed that anyone wishing to be included on a distribution list for Slick magneto information can do so by contacting the Slick factory. Slick reports that currently any request for overhaul manuals, service publications or other printed literature will result in the pertinent publication(s) being sent at no cost.

Slick is presently working up a means for interested persons to be out on an automatic distribution list and shall have a means of obtaining complete sets of past bulletins and service information.

CONGRATULATIONS!

FAA Certificates

Issued

Recently to Pilots

PRIVATE

Scott, Ron N., Big Horn
Braaten, Allen D., Billings
Oltrogge, David W., Absarokee
Murray, Lindsay J., Hardin
Miske, Richard M., Wibaux
Hutchinson, Daniel, Red Lodge
Welborn, Robert D., Dell
Burke, Roland L., Billings
Daigneau, Joseph R., Billings
Fuller, Matthew C., Roundup
LaFond, Mark D., Malta
Gilbert, Robert A., Sidney
Odell, Elizabeth, Billings
Colgrove, Michael T., Billings
Erickson, Mark S., Billings
Shammel, Fredrick, Charlo
Williams, Regan, Missoula
Hensel, James, Missoula
Yde, Harold, Whitehall
Farren, Daniel, Butte
Fredlund, Lynn, Butte

Jellison, Patricia, Lakeside
Tolbert, Douglas, Kalispell
Mitchell, Andrew, Bozeman
Johnson, Neil, Cut Bank
Wiederholt, James, Jr., Billings
Trexler, David, Bynum
Bradley, Donald, Cut Bank
Rice, Raymond, Harrison
Walsh, James, Great Falls
Bronken, John, Bozeman (CBH)
Bronken, Peter, Bozeman (CBH)

INSTRUCTOR

Nelson, Charles D., Wibaux
(Basic Ground)
White, Joe G., Billings
Evinrude, Deborah J., Glendive
Nobles, Mark A., Billings
Hogan, Patrick, Libby
Pester, Jerome, Hingham
Geraghty, Thomas, Missoula
(Instrument Ground)

COMMERCIAL

Pederson, Russel D., Circle
Evinrude, Deborah J., Glendive
Cherniga, John, Great Falls
(CRH)
Strange, Thomas, Butte

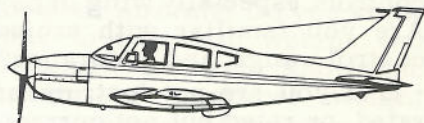
Kingery, Gary, Missoula (CRH)
Obie, Larry, Havre
Rees, Michael, Missoula (CBH)

INSTRUMENT

Engler, Tony, Missoula
Brandvold, Larry, Kalispell

ATP

Myhre, Merton P., Sidney
Jensen, Carter E., Hinsdale
Mock, Robert, Missoula



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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